

# **Fairfax Citizens for Responsible Growth, Inc.**

**[www.FairGrowth.org](http://www.FairGrowth.org)**

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# About FairGrowth

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**FairGrowth was formed in August 2004 as the community faced a self-styled “TOD” proposal at Vienna station that was highlighted by:**

- Exclusion of Communities & Stakeholders**
- Explicit Refusal to Compromise on Density**
- Reliance on Highly Selective Data on Impacts**

**FairGrowth and others sponsored April 2005 “Town Hall” that drew over 600 people.**

# About FairGrowth Continued

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- It Co-Founded the FairGrowth Network, an information & resource sharing effort among multiple groups.
- It is a Virginia non-profit corporation (virtually no expenses), with participants and leaders across multiple magisterial districts.

Simply put, FairGrowth's mission is:

**“Transit-Oriented Development -  
With Community Input”**

# Density Must Be Balanced With Public Infrastructure

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Measured Higher Density at Transit May Offer  
Potential Net Benefits, Provided They Are  
Comprehensively Balanced With:

- Impacts on Schools;
- Impacts on Parks and Ball Fields;
- Environmental Impacts;
- Cumulative Impacts on the Road Network;
- Transit Impacts (Include Metro & Riders);
- Etc.

# **Widely-Accepted TOD Criteria**

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## **TOD Is More Than Just Higher Density Near Transit:**

- **Encourages Community and Stakeholder Collaboration - Metropolitan Washington Council of Governments**
- **Approval should be contingent upon the availability of adequate public facilities - Sierra**
- **TOD Is Stakeholder Centered, Collaborative, and Achieves Mutually Beneficial Outcomes - Urban Land Institute**

# Widely-Accepted TOD Criteria

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- Ensures the early and frequent involvement of all stakeholders, including ongoing feedback and evaluation, which is fundamental to guaranteeing that community needs are fully integrated into the planning and development process - U.S. Environmental Protection Agency
- Smart growth is a process, a dialogue, a way to build consensus; it does not hand down preconceived notions or plans for development. – Urban Land Institute

# Transit Node Specialization

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- Brookings:** “Plan for TOD at the system-wide scale, assessing opportunities at each station site and thinking regionally about the interplay between land uses around each station...”

In other words, seek an optimal mix of uses: retail; residential; commercial; and parking, along a transit line as a whole.

# Comprehensive Planning

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- First, the community should outline its vision for TOD sites.
- Then, proposals should match the community's vision, not the other way around.
- Sites' usages & densities should be coordinated with each other, and with infrastructure capacities.



**THANK YOU!**

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